

SPENCER STOOD HIGH

As Regarded as Pre-eminent Railroad Authority.

DETAILS OF HIS CAREER

Started as Rodman and Worked His Way Up Rapidly, Serving in Responsible Positions on Many Roads. Leaves Widow, Two Sons, and One Daughter—A Native of Georgia.

Chronology of Samuel Spencer.

March 2, 1847—Born at Columbus, Ga.
July, 1869—Was graduated as civil engineer from the University of Virginia.
August, 1869—Entered railway service Savannah and Memphis Railroad.
July, 1870—Appointed clerk to superintendent, New Jersey Central.
December, 1870—Assistant supervisor of trains of the first division Baltimore and Ohio Railroad.
Nov., 1871—Made supervisor same division.
April, 1872—Superintendent of transportation Virginia Midland Railroad.
January, 1873—General superintendent Long Island Railroad.
October, 1873—Assistant to president Baltimore and Ohio Railroad.
December, 1880—Acting general manager trans-Ohio divisions.
July, 1881—Third vice president.
December, 1882—Second vice president.
November, 1883—Vice president.
December, 1887—Made president Baltimore and Ohio Railroad.
March, 1889—Appointed to have charge of railroad interests for Drexel, Morgan & Co.
June 18, 1891—Elected president of the Southern Railway.
November 6, 1895—President Georgia Southern and Florida Railroad.
At the time of his death he was also president and a director of the Alabama Great Southern Railroad Company, the Cincinnati, New Orleans and Pacific Railway Company, and the Mobile and Ohio Railroad Company. He was a director of the Central Railway of Georgia, Chicago, Milwaukee & St. Paul Railway Company, Erie Railroad Company, and Northern Pacific Railroad Company, and other large corporations controlled by the Drexel-Morgan interests.

So far as can be ascertained from records extending back over a long period, Samuel Spencer was the only railroad president in the United States to be killed in a wreck on his own railway.

It is not only financiers and men prominent in the management of the great transportation systems of the country who mourn Samuel Spencer as a personal friend. In practically every department of railway operation the dead man was known and admired, for he started at the bottom of the ladder and worked steadily to the top, gaining and retaining the confidence and affection of all with whom he came in contact. His first railway position was with the Savannah and Memphis road, which he served successfully as rodman, leveler, transitman, assistant engineer, and principal assistant engineer.

Then, in 1872, he became clerk to the superintendent of the New Jersey Southern at Long Branch, and after serving a short time in that capacity went with the Baltimore and Ohio in its transportation department. For some years he remained with that company in charge of one of its divisions. He was superintendent of the Virginia Midland and of the Long Island Railroad, and so capable did he come to be recognized that, in 1879, he was offered, and accepted, the position of assistant to the president of the Baltimore and Ohio.

Advance Was Steady.
After that only positions of great prominence and responsibility claimed Mr. Spencer. From being assistant to the president, he was advanced steadily until the presidency of the Baltimore and Ohio was offered him in 1887. He remained at the head of that property for one year, and successfully conducted its affairs throughout a financial crisis which constituted one of the most trying and difficult periods of the company's history. In March, 1889, he became connected with the banking firm of Drexel, Morgan & Co. as railroad expert, and representative of its large transportation interests.

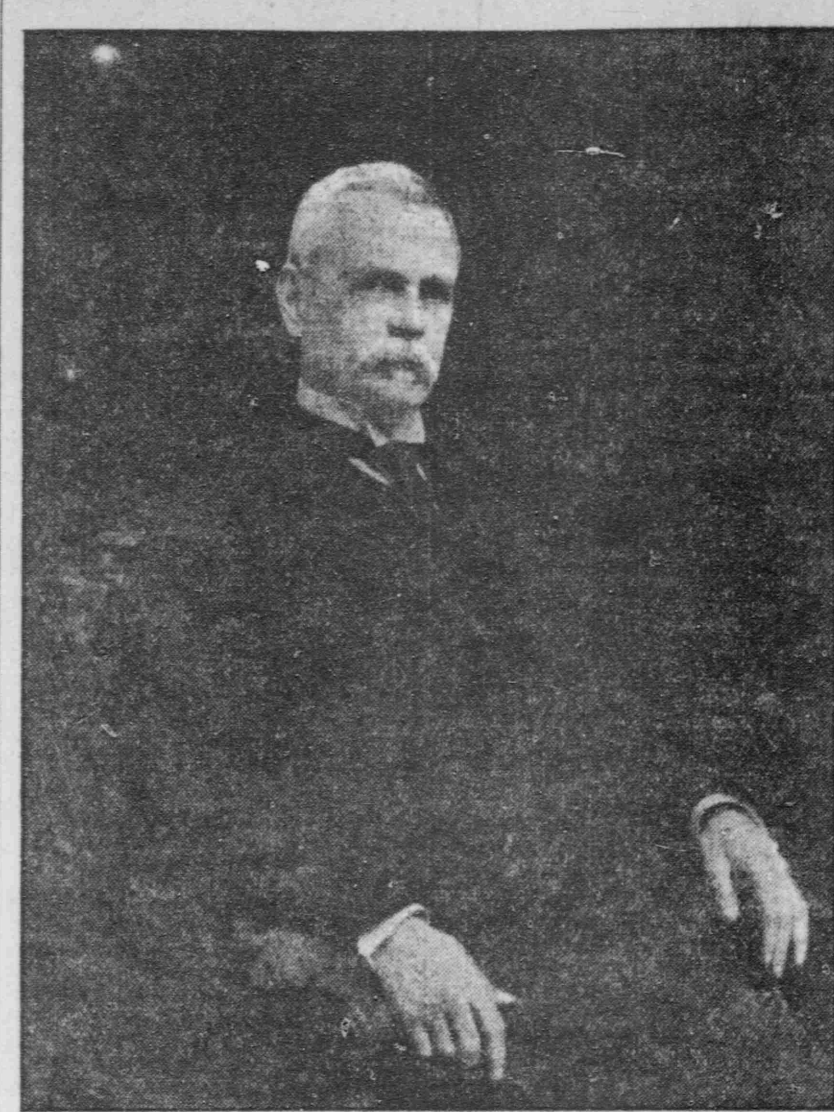
From that time until he met death yesterday he had been recognized as one of the closest of J. Pierpont Morgan's advisers and one of the pre-eminent railroad authorities of the entire country. In 1888 Mr. Spencer was appointed receiver of the Richmond and Danville Railroad Company, and then he commenced to realize the dream of his life. He was always interested in the development of his native South, and the new South gave him almost unlimited opportunities in that direction. Largely as a result of his untiring energy, and his inherent ability for initiation and administration, the Southern Railway Company was chartered in 1884. He became its president, and then began the campaign of aggressive progress which brought the Southern property up to the position it occupies to-day.

Bankrupt Roads Acquired.
The new concern, under his direction, acquired several bankrupt roads, placed them on their financial feet, and set them on the road to prosperity. Among them were the Alabama Great Southern, Mobile and Ohio, Augusta Southern, Georgia Southern, East Tennessee, Virginia and Georgia, and all the trackage owned or controlled by the Richmond and Danville company. Some of these lines were little better than the proverbial "two streaks of rust and a right of way," but all became real railroads as a result of Mr. Spencer's untiring efforts.

Mr. Spencer was very unlike the average railroad president, as the world knows him. Instead of making conditions as onerous as "the traffic would bear," to use a phrase and word phrase from current discussions of transportation problems, he bent every energy to the uplifting of the territory in which lay the system he controlled, and to the improvement of the material welfare of the people of that section.

He it was who, shortly after the organization of the Southern, took the initiative in inducing immigration to the South, and to the settlement of its waste places and fertile fields. No railway president in the country ever gave closer attention to the country over his lines controlled by him. Only J. J. Hill, and perhaps Stuyvesant Fish, approached Mr. Spencer in that respect. He got in touch with the people and the various important points on the lines of the Southern and made them feel that he was their friend, and that he believed their interests and those of his railway were identical.

Roads' Capacity Overtaxed.
In recent years the enormous increase of traffic over the road, and the impossibility of adding to its carrying capacity with sufficient rapidity to handle the business most expeditiously, resulted in con-



SAMUEL SPENCER.

gestion, late trains, and other annoyances inseparable to such conditions. But the people did not blame President Spencer personally. They were impressed with the idea that he was doing everything in his power to get matters on a basis satisfactory to all concerned.

Mr. Spencer took a keen interest in everything affecting railroads and railway problems generally. Frequently he made speeches on topics of great public interest, which almost invariably cleared the atmosphere and brought about a better understanding between the railway interests and the public. Particularly close attention was given to the question of railway rate legislation by him. He took the position that the public was given an opportunity to understand the various ramifications of transportation problems, there would be no possibility of the enactment of a law which would work injustice to either side.

His Views on Rebates.
A year or so ago Mr. Spencer discussed railroad rates and rebates before the Traffic Club, of Pittsburgh. He said he believed that the great railway questions of the day could be settled in accordance with equity and law and the fundamental principles of the government, provided a tribunal could be organized or methods found which would permit reasonable regulation. In the phraseology of a philosopher or expert economist, he stated that the simple, equitable, and effective method of dealing with the question at issue was, first, if there was legislation, that it should be along lines that were logical and had in view the correction of the alleged evils; that there should be strengthening of laws that condemn rebates and unjust discrimination, and that there should be provision for prompt prosecution of offenders in a duly constituted court and the unflinching punishment of those found guilty.

Furthermore, that there should be brought under the provisions of the tribunal such water lines as are engaged in interstate commerce; that interstate traffic should be so regulated as to compel compliance with the laws of the United States, and that the powers of the tribunals should be extended over fast freight, express, and other special rates of interstate commerce, and especially that there should be thorough regulation with respect to industrial tracks and phantom railroads such as would prevent them from practicing insidious evasions of the law.

Practiced What He Preached.
It was characteristic of the dead man that he practiced what he preached. Authorities generally agree that his conduct of the Southern was such as to reduce to a minimum the abuses of which the public generally has complained. One of Mr. Spencer's last speeches was delivered before the Alabama Agricultural Association at Montgomery last month. In this address he improved the opportunity to remove some existing misapprehensions as to the relations existing between the railroads and the public, and touched incidentally on the wonderful commercial development of the South. The railroads were not getting their just share of the prevalent prosperity, he pointed out. They had had to increase their rates for freight and passenger traffic, and were being compelled to pay higher prices than ever before for supplies and material of all kinds, and there had been no proportionate increase in their earnings. A significant paragraph in his speech was as follows:

"With an increase in the price of everything the carrier must buy—with an increase in the cost of labor, of materials, in the verdicts of juries in damage suits, in taxes, etc.—and with decreasing rates, a point must be ultimately reached where the carrier's capacity to meet the public demand for increased facilities must be substantially impaired, if not destroyed. It must be apparent that if there is a continued increase in the units of expense, with a continual decrease in the units of revenue, the financial strength of the enterprise cannot survive indefinitely. If the process is carried far enough, mere increase in volume of traffic, which has sustained the carrier thus far, will not suffice, and without financial strength and credit the carrier cannot adequately meet the proper requirements of the public."

Mr. Spencer was fifty-nine years of age, having been born at Columbus, Ga., March 2, 1847. He was the only child of Lambert and Verona (Mitchell) Spencer, and a descendant of James Spencer, who emigrated from England to Talbot County, Md., in 1670. He was educated in the public schools of Columbus, and in 1863, when but sixteen years of age, he

entered the Confederate army as a private. For some time he served in the "Nelson Rangers," an independent company of cavalry, operating on scout and outpost duty before Vicksburg. Later he served under Gen. N. R. Forrest, and was with Gen. Hood in Atlanta, and during the disastrous campaign around Nashville.

After the war he entered the University of Georgia. Later he went through an engineering course in the University of Virginia, and graduated in 1872 with the degree of civil engineer. He took high honors during the whole time he was in college, and graduated at the head of his class. His wife was that his railroad career commenced.

Mr. Spencer was married February 6, 1872, to Louisa Vivian Benning, daughter of Judge Henry L. Benning, of the Supreme Court of Georgia. Two sons and one daughter were born of this union: Henry Benning, Vivian, and Mrs. John Layne.

The dead man was a member of the New York Chamber of Commerce, the American Academy of Political and Social Science, the American Forestry Association, the Metropolitan Museum of Art, the Municipal Art Society, the American Museum of Natural History of New York, the New York Zoological Society, the Association for the Protection of the Adirondacks, the American Society of Civil Engineers, and a number of social organizations. He was one of the directors of the Louisiana Purchase Exposition, and was connected with several commercial enterprises in addition to those enumerated.

Mr. Spencer had a handsome house in Washington. It is situated on Massachusetts avenue, in the fashionable section, within a stone's throw of Dupont Circle, and near the residences of Mrs. L. Z. Leiter, mother of the late Lady Curzon, of Kedleston; Senator W. A. Clark, of Montana; Larz Anderson, Mrs. Mary Scott Townsend, George Westinghouse, and Robert W. Patterson, of Chicago. Mr. Spencer's house is one of four which, with their grounds, occupy the entire south side of the block between Twentieth and Twenty-first streets. The Westinghouse house, which was built by James G. Blaine, stands at the corner of Twentieth street and Massachusetts avenue, and between it and the Spencer residence is the house of Mrs. Grace Denoe Lichfield, the wife of the late Senator John L. Latham, of Colorado. The Spencer house, next to the Spencer residence, is the magnificent home of Thomas W. Walsh, the Colorado millionaire, whose son Vincent was killed and his daughter crippled in an automobile accident at Newport last year.

CAR LEFT CITY WEDNESDAY
Mr. Spencer conferred with Southern Officials Before Trip.
Party in Special Coach Did Not Get Away Until Almost Midnight Because of Heavy Traffic.

Samuel Spencer, on his arrival in Washington Wednesday afternoon, went immediately to the general offices of the Southern Railway, at Thirteenth street and Pennsylvania avenue, where, by previous arrangements, he met J. M. Culp, third vice president; H. C. Ansley, treasurer, and A. H. Pate, comptroller.

They had a conference lasting until nearly 11 o'clock. Mr. Spencer then went to the Pennsylvania station, where his private car, No. 100, known as "The Officers' Car," was waiting. It had been attached to the rear of train No. 33, which was scheduled to leave Washington at 9:15 o'clock, but was delayed in starting by reason of congested holiday traffic. It did not leave the station until nearly midnight.

Although the accident occurred shortly after 8 o'clock yesterday morning, it was several hours before the Southern Railway officials in Washington were able to get confirmation of the report that Mr. Spencer had been killed.

Before definite information of his death was received it was decided by the Southern officials to send a special train to Lynchburg, and this was started from here at 10:30 o'clock, with W. A. Finley, second vice president, and A. P. Thom, general counsel of the Southern Railway, on board. At 1 o'clock H. B. Spencer, general manager of the Southern, and a son of President Spencer, left Lynchburg for Washington, to be here in time to meet his mother and make funeral arrangements prior to the arrival of the remains of his father. Spencer arrived in Washington at 6:15 last evening.

Hospital Physicians May Strike.
Vienna, Nov. 29.—Charging that they are underpaid and half-starved, the assistant doctors in the State hospitals are threatening a strike. Their pay ranges from \$200 to \$300 yearly, and an increase of \$80 is asked. The medical staff of one of the hospitals walked out last week because, it was said, the food was so bad as to cause several cases of illness.

Russia Pays for Impressed Ship.
Lobau, Nov. 29.—The prize court in the matter of the steamer Oldham, a British vessel captured during the Japanese-Russo war, has given a decision in favor of the owners, whose claim amounts to 150,000 rubles.

DAVIS LIVED IN ALEXANDRIA.

Moved to Washington After Marriage Two Years Ago.

WASHINGTON HERALD BUREAU. (Reel Telephone 113.)
Corner of Prince and Royal Streets.
Alexandria, Va., Nov. 29.—D. Walter Davis, who was killed in the wreck on the Southern Railway, was well and fully known here as a citizen, where he formerly lived about two years ago he married Miss Edna Joyce, daughter of E. C. Joyce, local agent of the Washington Southern Railway Company, at whose home, 913 King street, Mr. and Mrs. Davis resided for some time, after which they moved to Washington.

Mr. Davis was twenty-nine years of age. He was born in Manassas, Va., where he received a common school education. At an early age he entered the employ of the Southern Railway Company as a telegraph operator. For several years he was stationed at Alexandria. Later he was transferred to the general office of the company in Washington. His ability and his strict attention to duty won for him promotions in regular order. At the time of his death he held the position of manager of the telegraph division in the Washington office.

He held membership in the Tenth Street Baptist Church, of Washington, of which Rev. Dr. Muir is pastor. While he was a child his father died, and his mother, who married a Mr. Rector, is now living in Washington. Three sisters, Mrs. Edwards, Mrs. Mamie Sampsel, Miss Ethel Rector, and two brothers, George and Harry Rector, all of Washington, survive him.

Mrs. Davis, who is staying at the home of her father in this city, was almost prostrated by the news of her husband's death. She was informed that her husband's last message was for her. After being removed from the burning car, he lived for about fifteen minutes. His body escaped severe burning, though his face was badly scorched. The remains were brought to this city at a late hour to-night.

Arrangements for the funeral, which will be attended by the members of the Alexandria Washington Lodge of Masons, to which he belonged, will be made later.

MRS. SPENCER HURRIES HERE

Comes from Tuxedo Park Upon Hearing of Tragedy.

Widow Is Accompanied to Washington Home by Her Son Vivian and Daughter, Mrs. John B. Layne.

Mrs. Spencer, who was at her home at Tuxedo Park, N. Y., was informed of her husband's death shortly after it occurred, and immediately made arrangements to start for Washington, where the funeral will take place. She was accompanied to this city by her son, Vivian Spencer, a lawyer of New York City, Mrs. Vivian Spencer, and Mrs. John B. Layne, daughter of President Spencer.

They arrived here on the Congressional Limited, and were met at the station by Henry B. Spencer, who had reached Washington two hours earlier. Mr. Spencer was accompanied to the train by J. B. Culp, third vice president; S. H. Hardwick, passenger traffic manager, and W. H. Taloe, general passenger agent of the Southern Railway. The party went immediately to Mr. Spencer's late home, 3012 Massachusetts avenue northwest.

H. B. Spencer, sixth vice president of the Southern Railway, was at Greensboro, N. C., at the time of the accident, waiting with a special train to convey his father and friends to "Friendship," their destination.

Upon receipt of the news of the accident at Lawyer, in company with Division Superintendent Andrews, he hastened to the scene, and after caring for his father's remains and making arrangements for the shipment of the body to this city, started for Washington to join his mother. He arrived late in the evening and went immediately to the family home.

Mr. Spencer sent word to a representative of The Washington Herald, who called at the house, that there was nothing to be said at the time of the tragedy as given by the newspapers. He said that no definite arrangements had been made for the funeral.

WHERE SMASH-UP OCCURRED.

Lawyers Road Station Is Below Lynchburg, in Campbell County.

Lawyers Road Station, where the accident occurred, is about eleven miles south of Lynchburg, in Campbell County, Va. Campbell County is near the southwestern part of the State, and Lawyers Road Station is about three miles from Bedford Springs.

The Southern Railway runs in a southwesterly direction from Washington, and Lawyers Road Station is about 160 miles from the National Capital, and about fifty miles from the southern boundary of Virginia. It is a country station in an agricultural community.

When the accident occurred the party was bound for Friendship, the shooting preserve owned by Messrs. Spencer, Fisher, and William Johnston, of Liverpool, England, who has the controlling interest in the fleet of steamers known as the Johnston line, which regularly ply this port. The preserve is about nine miles south of Greensboro, N. C., and contains about 15,000 acres of land. Partridges are there in great numbers, and the sportsmen gunned for them extensively. On the preserve is a handsome lodge.

It is customary to hunt in parties of two, and it rarely happened that there were more than four hunters in the field at one time.

The season in North Carolina opens on November 1. It rarely happened that any of the sportsmen remained at the preserve for more than a week, as, as a rule, was as long as the hunters could stay away from their business at one time. Many of them returned to the lodge several times during the season.

Francis T. Redwood, of Greensboro, N. C., another shooting lodge of about 20,000 acres, which is owned by Messrs. J. Swan Frick, Charles Cecil, J. Pierpont Morgan, and Robert Bacon, Assistant Secretary of State. These preserves are about twenty-five miles apart, so the hunting parties on either never came in contact with each other.

BIG LOSS TO RAILROAD.

Oscar G. Murray Pays Tribute to Samuel Spencer.

Baltimore, Nov. 29.—Oscar G. Murray, president of the Baltimore and Ohio Railroad, heard the news about noon at his home, on Mount Vernon place. He was well acquainted with Mr. Spencer, and was greatly shocked to hear of his death. "Mr. Spencer's loss will be felt in railroad circles," said Mr. Murray. "I am particularly grieved to hear of his death, also that two Baltimoreans are among the missing. Mr. Spencer was an old Baltimore and Ohio man, and while he left the company before I came here, I felt close to him. This recent loss of his daughter and son-in-law, and the death of his friends among the officials of our company, who will certainly be grieved at the news of his death."

Mr. Spencer's death will be felt as much by his friends as by his associates in the railroad field. I do not know when I have heard anything which gave me such a shock as this, and certainly sympathize deeply with the families of the men who lost their lives."

BALTIMORE IN TEARS

Fisher and Redwood Among State's Leading Citizens.

TWO BARELY ESCAPE DEATH

Edwin G. Baetjer and A. H. S. Post, Who Did Not Ride in Spencer's Car Because It Lacked Accommodations for Entire Party, Uninjured. Gen. Gill Had Planned to Go.

Baltimore, Nov. 29.—The deaths of Charles D. Fisher and Frank T. Redwood, two of Baltimore's leading citizens, had a depressing effect on all Thanksgiving functions. The first news was received over the telephone by Gen. John Gill, president of the Mercantile Trust and Deposit Company, who had intended to join the hunting party.

The news was telephoned to him from Virginia by A. H. S. Post, a vice president of the Trust Company, who was in the party. "Mr. Post told me over the phone," said Gen. Gill, "that both he and Edwin G. Baetjer were all right. The accommodations in the first section were not sufficient for the entire party, and Mr. Post and Mr. Baetjer took the second. They were asleep when the crash came."

Mr. Post said that as soon as possible he went outside to see what had happened, and found that Mr. Spencer's car was already in flames. All of the occupants had been asleep.

"I was invited by Mr. Spencer to go along on the trip, but could not make arrangements."

Gen. Gill notified the families of the dead and went to Washington to-night to meet the train bearing the bodies to Baltimore.

Sketch of C. D. Fisher.

C. D. Fisher, who was sixty years old, was one of Baltimore's most substantial citizens. He was a brother of J. C. Fisher, who was a partner in the firm of J. C. Fisher and Son, a stock broker, with offices on South street. They were together until the elder Fisher died. Then Charles D. Fisher formed a partnership under the firm name of Barker & Fisher, which continued until his dissolution in July, 1879.

Mr. Fisher began his business career with his father under the name of William Fisher & Son, as stock brokers, with offices on South street. They were together until the elder Fisher died. Then Charles D. Fisher formed a partnership under the firm name of Barker & Fisher. They continued in business together until Gen. Gill left out to become president of the Mercantile Trust Company. Gradually Mr. Fisher severed his connection with the firm, which is now conducted by Messrs. Blanchard Randall and George W. Jackson.

Director in Railroad.
For some time Mr. Fisher was a director of the old Seaboard Air Line under the administration of the late President John Moncure Robinson and of R. Curzon Hoffman, both of whom were his personal friends.

Mr. Fisher was one of the leading members of the Baltimore Corn and Flour Exchange and its successor, the Baltimore Chamber of Commerce. He was one of the original directors of the Baltimore Chamber of Commerce Building Company, which completed in March, 1880, completed the first Chamber of Commerce building. He was also a prominent member of the board of trade, and was elected president of that organization in 1881, and served as the chief executive until 1884.

Mr. Fisher retired from active business shortly after the fire. After leaving the grain business he invested very extensively in real estate in and around the burned district. He erected several fine buildings in the burned district, some of which are situated on Baltimore street.

Leaves Three Daughters.

Mr. Fisher lived at 814 North Charles street, and also had a summer home at Ruxton. He is survived by a widow, formerly Miss Nannie P. Dorsey, and three daughters. They are Mrs. Herbert M. Brune, Mrs. C. Braxton Dillman, and Mrs. Alexander Charlton Nelson.

Mr. Fisher was a member of the Maryland Club, the Baltimore Country Club, the Merchants' Club, the Rink Club, the Bachelors' Cotillon Club, and the Junior Cotillon Club. His wife and daughters always took a prominent part in society.

The Fisher family has been a representative one in Maryland for a great many years. The father of Charles D. Fisher, the late William Fisher, was an influential banker of Baltimore in the early days of the city's development. His brother, the late Judge Fisher, was an eminent lawyer and jurist of this city. The latter's son, D. K. Este Fisher, is one of the prominent lawyers of the Baltimore bar, and one of his daughters is the wife of City Solicitor W. Cabell Bruce.

Mr. Fisher's country home, on Charles Street and Bellona avenues, is a very fine estate. For several years he had traveled considerably, and he was especially fond of hunting in North Carolina.

Redwood Was Popular.
Francis T. Redwood, "Frank," as he was generally known, was one of the most popular men in Baltimore, and had a wide circle of acquaintances among men in the financial and business world. He was fond of outdoor life, a clubman, and prominent in society. He was in the stock-brokerage business under the firm name of Lowndes & Redwood, with offices in the Stock Exchange building, on German street. His partner was Harry Pennington.

Mr. Redwood had been a member of the Stock Exchange for over fifteen years, and was also one of the members of the governing committee. He was one of the most active of the members of the Merchants' Club, serving as secretary of the club for ten years. Last year he was elected vice president of the club.

He was also a member of the Maryland and Baltimore clubs, Baltimore Country Club, Bachelors' Cotillon, and the Baltimore Yacht Club. Up to a year or two ago Mr. Redwood took an active interest in yachting. He was an enthusiastic hunter, also.

Came of Noted Family.

Mr. Redwood, who was forty-three years old, was the son of the late William Holman Redwood, of Clive Manor, King George County, Virginia. The family was one of the most distinguished in Virginia, with a long line of ancestors antedating revolutionary times. Mr. Redwood's mother, Mrs. Catherine Carter Redwood, died at the old family home in September, 1904. She was the daughter of Col. James Chewning, an officer in the war of 1812, and a granddaughter of Capt.

John Chewning, who served in the Virginia Cavalry during the Revolution. Mr. Redwood came to Baltimore while a boy and attended Loyola College, then went into business, working his way up from office boy to a successful banker and broker. His residence was at 913 Madison avenue. He was married about twenty years ago to Miss Mary D. Coale, a sister of Col. R. Dorsey Coale, of the Fifth Regiment, and of George W. Coale, of Washington. Mr. and Mrs. Redwood had two children, both boys, the eldest being eighteen years of age.

In addition to his widow and children, Mr. Redwood was survived by three brothers, John Redwood, of Huxton; Alan C. Redwood, an artist, of New York; and Henry Redwood, of Asheville, N. C., and one sister, Mrs. Henry Byrd Lewis, of King George County, Virginia.

NEWS SHOCKS J. P. MOGAN.
Aged Financier Unable to Express Himself About Death of Friends.

New York, Nov. 29.—Gayly chatting with friends, J. P. Morgan was leaving Grace Church, where he had attended the Thanksgiving services to-day, J. Pierpont Morgan was about to step into his carriage to go for a drive, when he was informed, as quietly as possible, that his old friend, Samuel Spencer, had been killed to-day.

Mr. Morgan for several seconds failed to comprehend fully the terrible import of what was told him. He gazed blankly at his informant, while tears coursed down his cheeks, and then chokingly gasped: "My God! old Sam Spencer dead. Why, it is impossible. It can't be true."

The information was given to Mr. Morgan in detail, while he leaned heavily against a friend, his great frame shaking with emotion.

Mr. Morgan was so affected that for more than two minutes he was unable to speak. Then, trembling with emotion, he was assisted into his carriage.

Before he was driven away Mr. Morgan was asked if he would say anything in regard to his friend. Mr. Morgan said the shock had so upset him that it would be impossible for him to say anything.

VANDALS SACK IN DEBRIS
Porters of Atlanta Train Said to Have Joined in Robbery.

One Man Has Satchel Containing Diamonds Thrust Into His Hand by Woman He Didn't Know.

Special to The Washington Herald.
Lynchburg, Va., Nov. 29.—More frightful in some aspects than the wreck itself was the vandalism of some of the passengers among the vandals were the porters of the Atlanta train that caused the wreck. But they were not alone. Others on plunder went through the wrecked cars, picked up valuables, opened satchels, and, selecting from these what they wanted, threw the other contents away.

As bearing out the tales of vandalism and robbery, H. C. Curtis has a satchel containing a diamond brooch and other valuable jewelry which a woman thrust into his hand. He does not know who she was, but thinks that seeing the robbery going on he was afraid.

MEETING MAY BE CALLED.
A. B. Andrews, Southern Official, to Take Action To-day.

A. B. Andrews, first vice-president of the Southern Railway, arrived in Washington from the South last night and went to the Raleigh Hotel. Mr. Andrews was much fatigued by his journey and the strain of events surrounding Mr. Spencer's death.

It is expected that he will send out a call this morning for a directors' meeting, to take action upon the death of President Spencer.

SPENCER'S SON AT WRECK
Comes from South in Time to Help Rescue Father's Body.

Aids Workmen in Lifting Engine from Charred Corpses of the President and Party.

Lynchburg, Va., Nov. 29.—Sadly enough, but opportunely, too, the son of President Spencer, of the Southern Railway, was on a north-bound train from the South, and he reached the scene of the wreck within a short time after it happened. There he remained and watched and helped the work until the charred body of his father was lifted from underneath the engine.

With the others, it was placed on a waiting train, and H. B. Spencer, who is the sixth vice president of the Southern Railway, came with it to this city. Here officers were procured and the bodies of President Spencer and his guests were placed in the private car of President Stevens, of the Chesapeake and Ohio Railroad, who was passing through with his family.

A large and curious crowd had gathered at the railroad station here, and it was to avoid it that the coffins were removed to the other train. Judge John D. Horsely, division counsel for the Southern Railway at this point, and General Superintendent E. H. Chapman, of Danville, took immediate charge of the bodies.

TAKES LIFE IN A BOILER.
Crazed Wife Murderer's Body Found After Police Search.

New York, Nov. 29.—The body of Antonio Quintro, who just managed to dodge a slow-footed policeman after he had shot his wife, Carmela, and tried to kill Giovanni Garrone, Wednesday afternoon, on Front street, Manhattan, was found in a boiler in the Franklin machine yards, Williamsburg, this afternoon. His stepdaughter, Garrone's wife, identified the body last night, with Detective Kennedy.

Quintro, who was half mad, his front street neighbors said, had crawled into the old boiler and killed himself, probably Wednesday night, after he had fled from home. He shot himself in the abdomen, and the bullet, taking a slanting course, went into his lungs.

Commission Rescues Appointment.
Berlin, Nov. 29.—Our correspondent learns that the appointment of Dean B. Mason, Consul General at Berlin, as adviser of the American tariff commissioners is not viewed with satisfaction by the commissioners. They are inclined to regard the appointment as a reflection upon their capacity to deal, unaided, with the questions that will come before them.

NEW YORK SADDENED

Spencer and Schuyler Both Prominent There.

LATTER HEADED MANY CLUBS

Descendant of a Revolutionary Family of Fame and Widely Known in Social as Well as Business World. Wife Prostrated by News of His Death—Born in New York.

New York, Nov. 29.—President Spencer left here Wednesday afternoon on the train which leaves one minute after the Congressional Limited at the Pennsylvania station. Gen. Schuyler accompanied him. He was to be gone a week or more.

Mr. Spencer was accustomed to take such a trip every year at this season, and usually he was accompanied by a few personal friends. It was said that it was his intention to stop at Greensboro to attend to some business matters, and then join the shooting party at Friendship, a shooting preserve just over the line in North Carolina.

Mr. Spencer had been living at his home in Tuxedo recently. His wife was there this morning. When the news of the accident was taken to her, although almost prostrated, she expressed at once her intention of going and meeting her husband's body.

General Eastern Passenger Agent Thwaitt, of the Southern, whose offices are at 129 Broadway, was early apprised of the accident, and hurried down to his offices. Although the earlier reports he got had it that President Spencer's body had been completely burned, Mr. Thwaitt was relieved later, after talking with Washington over the telephone, to hear that this was not so.

Mrs. Schuyler Prostrated.

Mrs. Philip Schuyler got a dispatch early this morning that her husband had been seriously injured. She was at her home at Ardsley. With her were her two daughters—step-daughters of Gen. Schuyler—Mrs. Royal Phelps Carroll and Mrs. Townsend. They were there to spend Thanksgiving.

Soon after this word reached the house the offices here were called up by Mrs. Schuyler. Mr. Thwaitt hastened to convey the news that Gen. Schuyler